



**GREPECAS Programmes and Projects Committee (PPRC) Fifth Virtual Meeting  
 (ePPRC/05)  
 Online, 20 – 21 April 2023**

**Agenda Item 2: Review of the Programmes and Projects of the CAR/SAM Planning and Implementation Regional Group (GREPECAS)**

**2.3 Important aspects of the new version of the Global Air Navigation Plan**

**2.3.1 Progress of the implementation of the BBB in the Air Navigation Areas**

**EVALUATION OF THE BASIC BUILDING BLOCKS (BBB) AND THE ELEMENTS OF THE AVIATION SYSTEM BLOCK UPGRADE (ASBU) IN THE CAR/SAM REGIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper provides information on the actions carried out by the NACC and SAM Regional Offices to support the States of both regions in the process of evaluating the level of regional implementation in Air Navigation Services (ANS) through the Basic Building Blocks (BBB) and the Aviation System Block Upgrade (ASBU) elements of the Global Air Navigation Plan (GANP), Seventh Edition.</p>	
<b>Action:</b>	Suggested actions are listed in numeral 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Economic Development of Air Transport</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), Salvador, Brazil, 16 to 18 November 2022:  <a href="https://www.icao.int/NACC/Pages/meetings-2022-grepecas20.aspx">https://www.icao.int/NACC/Pages/meetings-2022-grepecas20.aspx</a></li> </ul>

**1. Introduction**

1.1 During the 41st Session of the ICAO Assembly held in October 2022, the Global Air Navigation Plan (GANP), Seventh Edition was approved and the importance of the global framework and regional and national plans to support ICAO’s strategic objectives.

1.2 The GANP is the tool to develop and prioritize the technical and operational work of the ICAO programme; States, international organizations, industry and all interested parties need to use the GANP to plan and implement activities, set priorities, targets and indicators consistent with globally harmonized objectives, taking into account operational needs.

1.3 The BBBs outline the foundations of any robust air navigation system, identify the essential services that must be provided to international civil aviation in accordance with ICAO standards. These essential services are defined in the areas of Aerodromes (AGA), Air traffic management (ATM), Search and rescue (SAR), Meteorology and Aeronautical information management (AIM). In addition to essential services, the BBB framework identifies the end users of these services, as well as the assets (Communications, navigation and surveillance [CNS] infrastructure) required to deliver them.

1.4 The ICAO GANP ASBU methodology is a programmatic and flexible global approach that allows all Member States to enhance their air navigation capabilities based on their specific operational requirements.

## **2. Evaluation of the BBB and ASBU in the CAR/SAM Regions**

### **2.1 Regional Strategy for the Evaluation of BBBs in the CAR Region**

2.1.1 Considering that the BBBs are essential services and that their implementation represents the baseline for any operational improvement, the need to implement a regional strategy for the development of CAR States air navigation plans and the identification of the regional priorities was indicated, for which it is necessary to identify the status of implementation of ANS through the evaluation of the level of implementation of the BBBs.

2.1.2 The ICAO NACC Regional Office has developed a new guide document for the evaluation of these mandatory services, which is found in **Appendix A**; the document includes the essential elements to be evaluated by area, in addition to references to ICAO documentation, Protocol Questions (PQs) of the Universal Safety Oversight Audit Programme (USOAP) related to the implementation of these services.

2.1.3 Each area will use different evaluation strategies for each of the established services:

- a) MET: Evaluation through a software tool, which will be carried out by the NACC/WG/MET/TF.
- b) AGA: The data will be obtained from the work of the NACC/WG/AGA/TF through direct consultation with the States.
- c) AIM: The information will be obtained through a direct survey of the States developed by the NACC/WG/AIM/TF.
- d) SAR Implementation Support Task Force will define its strategy at its next annual meeting, which will take place from 6 to 8 June 2023 and will request States to submit the required information as soon as possible.
- e) The NACC/WG/AO/TF Airspace Optimization Task Group will define its evaluation strategy and communicate it by 30 May 2023.

- f) The CNS area will evaluate, according to the results provided in the previous items, the level of implementation of the CNS infrastructure necessary to provide all the previous services.

## **2.2 Regional Strategy for the Evaluation of ASBUs implemented in the CAR Region**

2.2.1 The ICAO GANP ASBU methodology is a programmatic and flexible global approach that allows all Member States to enhance their air navigation capabilities based on their specific operational requirements.

2.2.2 The NACC Office has adopted the strategy of evaluating the level of regional implementation of ASBU elements that have their maturity status “ready to implement” according to the GANP, Seventh Edition. See **Appendix B**.

## **2.3 Regional Strategy for the Evaluation of BBBs in the SAM Region**

2.3.1 With regards to the SAM Region, the evaluation of the implementation of the BBBs will begin to be carried out considering the information from the results of the USOAP programme, establishing a cross-reference between the air navigation protocol PQs and the BBBs.

2.3.2 Considering the development carried out by the NACC Office for the evaluation of these elements, it could be considered to use a similar methodology, with the tool developed by the NACC Office.

2.3.3 The identification of the level of implementation of the BBBs will support the SAM Office to identify priorities that require attention related to the BBBs.

## **2.4 Regional Strategy for the Evaluation of ASBUs implemented in the SAM Region**

2.4.1 Regarding the evaluation of the ASBU implemented in the SAM Region, a strategy similar to that implemented by the NACC Office will be used, based on the level of implementation of the ASBU elements that have their maturity status. “ready to implement” according to the GANP, Seventh Edition.

## **3. Conclusions**

3.1 It is important to emphasize that, with the evaluation of the BBBs, our regions will be able to:

- a) identify regional deficiencies;
- b) identify the status of regional implementation;
- c) update the information on the services of the Electronic Air Navigation Plan, Volumes I and II;
- d) support the execution of priority regional projects with information.

3.2 This information will support decision-making to carry out the pertinent actions requested through Conclusion GREPECAS/20/18 "Review of air navigation deficiency assessment processes", for which the CNS area is carrying out joint work with all areas of ANS.

3.3 It is necessary for the region to carry out an analysis of the implementation status of each ASBU element, which elements are currently operating, with their level of implementation and the operation of each of their enablers. This analysis must be done for each ASBU element.

3.4 It is also necessary to collect the data and results of the analysis to contribute to the regional analysis of the implementation of air navigation. The ASBU elements together with the BBB elements will provide the necessary data to define the state of the region in terms of air navigation.

3.5 With the identification of weak areas, the regional and State projects that should be prioritized will be identified, in addition to the short, medium, and long-term goals.

3.6 Finally, it is reported that both NACC and SAM Regional Offices are working jointly, sharing information and best practices for the benefit of CAR and SAM States.

#### **4. Suggested actions**

4.1 States are invited to:

- a) take note of the information presented in this working paper;
- b) support the activities led by the NACC and SAM Offices for the evaluation of the implementation of the BBBs and ASBU;
- c) establish actions to reinforce the air navigation system, closing any gap identified in the evaluation of the implementation of the BBBs; and
- d) any other action that applies.

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